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SUPPLEMENT TO
REPORT NO.

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1. The area of the railroad station is located about 300 m. north of the market place of Zdolbunov (50-31N, 26-16E), a town with a population of about 15,000. At this station, tracks branch off to Rovno, 12.3 km. northwest, Shepetovka, 62 km. southeast, and Lvov, 200 km. southwest. All three lines are double-tracked. The station area extends in an east-west direction for 3 or 4 km.. It is about 120 m. wide and is traversed by an iron pedestrian over-pass. Open land rises gradually north of the shunting station. There are two lakes in the vicinity: one south of the tracks and west of the station area, which is 1 km. long; the other northeast of the shunting station along the line to Shepetovka, which is 1.5 km. long.
2. Repair of installations damaged during the war lasted from 1944 to October 1947. Rail equipment and signal installations from Germany were used. At the time source made his observations, no automatic switches were on hand, nor were any under construction. All switches were controlled by hand at 7 switchman's sheds. Operation of signals was controlled at 2 central positions (6 and 11 on Attachment A).
3. The station is equipped with the following installations: more than 40 shunting engines (50% old Soviet models and 50% German type 52 locomotives), 2 semicircular roundhouses which can accommodate 12 engines each, 3 water towers, one coaling station with 9 tracks, one slag removal shop, one warm-up shed, and one large vehicle repair shop. The station fire department has 4 old-fashioned fire engines. This railroad station is under the administration of authorities in Kovel (51-13N, 24-44E).
4. The power for the lighting and other requirements is furnished by the electric power plant of the cement factory as well as by a small, separate power plant belonging to the railroad station (9 on Attachment A).

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5. The station is guarded by its own station police force, composed of about 100 members, 30% of whom are women. In addition, in the town of Zdolbunov itself there is a flak unit of 300 men with an ordnance park. (Attachment B)
6. The traffic at the station is very heavy; on the Lvov track alone there is frequently a train every 15 minutes.

Cement Factory 1945-1947 (Attachment A)

7. The cement factory is located on the northern edge of town, along the Lvov track, directly south of the bend in the shunting station track. The area is triangular, with sides measuring 300 m., 400 m., and 800 m. Buildings on the grounds are close together; they are white and, except for broken glass, suffered no war damage. A huge construction of twin silos is underway along the south side of the grounds. The area has a branch rail line with 2 work tracks and an aerial railway which runs to a chalk quarry 2 km. to the north.
8. The factory, which is under the administration of authorities in Kiev, is known as the best cement factory in the Ukraine. Portland cement is produced here, sometimes with the addition of iron chips. The quota planned for 1947 was 400,000 tons, and this quota was fulfilled. The quota for 1950 is planned at one million tons.
9. Work is done in three shifts. In each day-shift there are 110 civilian workers and 30 PWs employed in production plus 90 to 100 PWs employed in loading. The night shift is substantially smaller and includes no PWs.
10. The cement factory has its own power plant, which also supplies the town and the railroad station.
11. The cement produced here is shipped by rail to Berdichev, Shepetovka, Kiev, Odessa, and Moscow. The Zdolbunov railroad station furnishes 20 freight cars daily, of which about half have a capacity of 50 tons. The loose cement is piled up over a meter high in the closed freight cars. In addition, each day about 150 trucks packed with loose cement leave the factory. Cement is shipped by truck to Rovno and nearby towns.
12. Every two or three days, coal trains of 35-40 cars arrive from Upper Silesia. About 60% of these freight cars have a capacity of 60 tons. The supply of clay and marl necessary for making the cement is brought mainly by the aerial railway from the "Karriere" quarry. Every four days, 6 or 7 carloads of clay arrive. In addition to this, 2 carloads of iron chips are shipped here each week.

Machine Tractor Factory (Attachment B)

13. A machine tractor factory is located about 1.5 km. south of the shunting station of Zdolbunov, 200 m. south of a large (200 x 500 m.) Culture Park. The factory grounds cover an area of approximately 200 x 300 m. and are surrounded by a wooden fence. On the grounds there are four large wooden buildings and one foundry made of stone.
14. The factory manufactures gears and transmission cases, as well as pulleys for tractors and lathes. It also takes care of some tractor repair work. Total personnel amounts to about 300 men.

Military Garrison (Attachment B)

15. A barracks area is located in the middle of Zdolbunov, about 500 m. directly south of the shunting station and 100 m. south of the market place. The road from the market place curves to the east in its southward swing to the barracks area, then follows the southern edge of the barracks, and continues in a westerly direction to Rovno. At the southwest corner of the barracks district a road branches off to the south; it is a blind alley which ends at the machine factory. Around the barracks are houses with gardens.

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16. The main building is a former 3-storied hospital with a red roof which is visible from a distance. It has a courtyard, 150 x 200 m., on its north side. There are three other barracks buildings: one along the west side of the courtyard, and two south of the street and to the east. (For details, see Attachment B.)
17. Stationed here is a 300-man flak unit which has a rather large ordnance park. An estimated 70-80 guns of 76 mm. caliber are set up in the courtyard and covered with tarpaulins.

Military Installation in Rovno

Tank Barracks, Winter 1947 (Attachment B, Sketch 2)

18. About 3 km. north of the market place of Rovno (50-38N, 26-15E) in an open area on the southern slope of a rocky hill, there is a barracks area measuring about 1000 x 2000 m. Buildings occupy the western section of the area. On the north side of this section there are three long 2-storied buildings extending in an east-west direction and measuring about 25 x 150 m. each. The buildings are 150 m. apart and are brightly whitewashed. About 300 m. south of this, in a similar row, are three garages, each 50 x 100 m. They have many doors. The eastern section of the area is used as a practice field.
19. Billeted in the barracks is one tank division with division staff. There are about 300 tanks here: T-34, Joseph Stalin, and self-propelled 85 mm. guns

Installations at Vinnitsa October 1947-March 1949

Railroad Station (Attachment C)

20. Vinnitsa, a city of 90,000 inhabitants, is located along the rail line from Berdichev to Kiev. * The railroad station, greatly damaged during the war, is east of the main part of town and has 5 tracks adjacent to it. A supply track for wood and coal branches off from these and extends southward for about 2 km., then turns to the southeast. A second supply track joins the double-track stretch to Kiev a full kilometer south of the station. To the north of the station there are 4 tracks which pass the slaughterhouse, not including a siding to the slaughterhouse itself. North of the slaughterhouse there are 3 tracks which run past the chemical plant plus a siding which branches off into the plant area (Attachment D). Instead of being laid in gravel, the trackbed is laid with dark flagstones 10 x 10 cm.
21. Signal installations are controlled from the railroad station, which is a 3-storied structure 30 x 100 m. (For further information see Attachment C and Legend.) The administration, station police, and fire department are in this main building. A separate switch building is not visible, and source can not remember the location of the water tower.
22. About 200 m. south of the station is a semicircular area which opens toward the west onto a wide avenue running to the river Bug. There are trees down the middle of this avenue and street-car tracks to the right and left of the trees.
- Scrap Metal Heap (C on Attachment C)
23. A rubbish heap and automobile junk yard is located northwest of the railroad station. It covers an area 300 x 400 m., which is divided diagonally by a road running from northeast to southwest. Additional roads in the yard run from north to south and east to west to facilitate unloading the junk.
- Hospital and Polyclinic (E and D on Attachment C)
24. West of the station is a hospital, a long building 20 x 120 m. It is painted white and has a corrugated roof. Between the hospital and the station, about 200-300 m. northwest of the semicircular park, there is a polyclinic. It is an L-shaped, 3-storied, red brick building. Its east-west wing is about 100 m. long and its north-south wing is about 150 m. long.
- Prison (G on Attachment C)
25. A prison is located along the north side of the road to Berdichev, not far west of the railroad crossing. The area measures about 400 x 800 m. and contains three 3- or 4-storied buildings arranged in a triangle. Each one is about 100 m. long. According to one of the railroad station employees, there are 30,000 inmates in the prison, about half of whom are women.

Schools and Academy

26. Four schools and one academy are designated as follows on Attachment C:
- F. Academy - a long building which has burned down.
 - H. School - a 2-storied white building, 20 x 60 m.
 - I. School - a 2-storied white building, 20 x 40 m.
 - R. School - a 2-storied white building, 120 m. long, with a metal roof.
 - S. School - a 3-storied white building, 120 m. long (location not exactly given).

Public Park and MVD Building (Attachment D)

27. On the eastern side of the arterial road to Kiev, about 800 m. NNW of the bridge over the Bug, there is a public park. The park covers an area about 500 x 700 m. and contains the notorious Vinnitsa public graves. At the southern edge of the park, adjacent to the road, is the red MVD building; it is 3 stories high, has a metal roof, and measures 20 x 75 m.

Bridges over the Bug

28. Three bridges over the Bug are designated as follows on Attachment C:
- M. An improvised wooden bridge replacing a former stone bridge over the Bug at the west end of the avenue. The bridge is about 150 m. long and crosses the river and a low strip of shore; it has 2 piers. The street-car tracks run over the bridge.
 - N. A bridge over the Bug at the southwest edge of the city. It is about 60 m. long and is crossed by the road to Uman.
 - O. A wooden bridge over the Bug near the power plant. It has 3 piers, is 90 m. long, and is crossed by the street-car tracks.

Power Plant (L on Attachment C)

29. The power plant is located on the western bank of the Bug, directly north of the island, and 100 m. east of the arterial road to Kiev. The 200 m. front of the large building borders the Bug. It has approximately 4 chimneys, but source does not remember the exact number. A coal heap is located in the northern part of the area. Nearby is the 20 m. elevation of the street-car line. This coal-heated power plant is said to have 4 turbines; it supplies current for Vinnitsa and vicinity for 200 km. around.

Clothing Factory (K on Attachment C)

30. There is a clothing factory located about 1200 m. southwest of the station, somewhat south of the avenue running to the Bug. The factory consists of a large complex constructed of red brick. The main building is about 200 m. long from east to west and has three wings on its south side. Each wing is about 75 m. long. The entire building is 4-storied. East of the main building, along the cross-street which runs from the avenue south to the road to Berdichev, there is a garage, 20 x 60 m.

31. Factory production consists predominantly of typical Soviet padded clothing. At the date of information, daily production amounted to 1000 sets of quilted uniforms and padded winter clothing. Great quantities of padding are said to be piled up in the plant. More than 100 people, mostly women, are employed in the factory.

Sugar Refinery (Z on Attachment C)

32. Along the road to Berdichev, on the south side, about 100 m. east of the railroad tracks, there is a large factory building which is a sugar refinery. No details on this installation are known.

Slaughterhouse (Attachment D)

33. About 300 m. north of the railroad station on the west side of the tracks, there is a slaughterhouse. In the southwest corner of an area 300 x 500 m. is a 3-storied building about 60 m. long, which borders a fenced-in cattle yard. The supply track for the slaughterhouse joins to the south a track which runs along the western side of the main railroad station.

Chemical Plant (Attachment D)

34. North of the slaughterhouse, and about 800 m. north of the railroad station, there is a chemical plant. The grounds cover an area about 400 x 800 m. large, which is surrounded by a board fence 3 m. high. Unused machines are stored in the area.

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The buildings are designated on Attachment D as follows:

1. A low building, 40 x 100 m., with a chimney 60 m. high at the western end.
2. A new building, still under construction in early 1949, built with girders, about 50 x 150 m.
3. A building, 50 x 170 m., with an arched roof.

Production of the plant is unknown. Because of the odor and the thick yellow smoke, it is thought to produce a sulphur compound of some kind.

Vinnitsa Airfield, 1948-March 1949 (Attachment E)

35. There is an airfield located about 2.5 km. east of the Vinnitsa railroad station, about 200 m. north of the road to Berdichev. The airfield has a grass surface and measures about 1000 x 1300 m. Along the western edge of the field are the ruins of 3 large hangars, which are separated from the main part of the field by an asphalt road running in a north-south direction.
36. The radio station is located south of the field, in the northeast corner of the intersection of the Vinnitsa-Berdichev road and the approach road to the airfield. It is a one-story, 40 m.-long building, which is about 100 m. distant from each road. (A on Attachment E) South of the radio station are 4 trellis masts, each about 25 m. high, which are connected crosswise with antennae.
37. About 25 twin-motor transport planes of American design (a type which is usually used as a civil airliner in the USSR) were parked on the southwest corner of the field. East of these, along the southern border of the field, were about 10 biplanes. Farther east, along the southern edge of the field, were parked about 15 fighters: 2 Hurricanes and the rest Soviet planes similar to the FW-190. The latter have a single place and a complete glazed cockpit. A dozen and a half twin-motor transports were parked on the eastern side of the field (not shown on Attachment E).
38. Between the Vinnitsa railroad station and the airfield there are two sets of billets (E and F on Attachment E). One set (E) is about 100 m. north of the road to Berdichev, about halfway between the trackbed and the airfield. It consists of 3 red brick buildings, each of which is 2-storied and about 150 m. long. There is no fence around these quarters. About 2000 air-cadet recruits and beginners were billeted here. They were observed drilling on the airfield in groups of 100 men.
39. The other set (F) is located in open land about 400 m. northeast of the railroad station. It consists of 2 red brick buildings with red roofs, each one about 80 m. long. There is no fence here either. About 600 men of the advanced air school (2nd or 3rd year) are billeted here.
40. There was constant training at the airfield. In the summer months, there was target practice with towed-sleeve targets and parachute jumping in groups of 6 to 10 men. Since 1948, the customary old 4-cornered parachute has been more and more replaced by a new polygonal model. Often a man jumped with a parachute on both his back and his abdomen.
41. PW Camp number 7253 was also located in the open area between the railroad station and the airfield. It consisted of a complex of 4 buildings (former stables), one-storied, 100 x 15 m., located about 500 m. west of the airfield. This PW camp was disbanded on 23 March 1949, at which time the buildings were turned over to the Air Force.
42. Munitions Depot North of Vinnitsa (Attachment F)
Along the eastern bank of the Bug, there is a second arterial road running from Vinnitsa to Berdichev. About 5 km. north of the city of Vinnitsa, this road curves away from the Bug toward the northeast. At about this point, on the western side of the road, there begins a desiduous woods. About 7 km. north of this point, there begins an area enclosed in a barbed wire fence, which extends along the road to Berdichev for 8 km. The area extends westward into the woods for about 2 km. It is heavily guarded; there is a watch tower every 200 m. and a patrolling sentry outside the fence.

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43.

[REDACTED] in the summer of 1948. At this time he saw in the enclosed area earth bunkers vaguely discernible in knee-high grass. Ukrainian workers reported that a munitions depot for one army is located here. They also stated that 3 km. north of the wire fence there is a railroad track from Vinnitsa which enters the eastern side of the area. Primarily bombs and heavy artillery ammunition are said to be stored in huge quantities underground.

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Comment:

* The location of Vinnitsa directly south of Berdichev and SSW of Kiev makes it appear unlikely that Vinnitsa would be located along a direct rail line from Berdichev to Kiev. It is possible, however, that rail lines to Berdichev and to Kiev do emanate from Vinnitsa. The direction of the roads indicated on Attachment C are not clearly understood. Ordinarily it would not be likely that a road to Kiev would be west of a road to Berdichev. It is possible that these roads curve and cross farther from Vinnitsa. A detailed map of this vicinity would be helpful in clarifying the location and destination of these roads.

Attachments:

- A. Shunting Station and Cement Factory of Zdolbunov
- B. Installations in Zdolbunov and Tank Barracks in Rovno
- C. Installations in Vinnitsa
- D. Installations North of the Vinnitsa Station
- E. Vinnitsa Airfield
- F. Munitions Depot North of Vinnitsa

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